



Europäisches
Patentamt

European
Patent Office

Office européen
des brevets

Rec'd PCT/PTO
PCT/EP200

10/537 098
01 JUN 2005
3 / 0 5 0 9 3 6

RECEIVED

27 FEB 2004

WIPO

PCT

Bescheinigung

Certificate

Attestation

Die angehefteten Unterla-
gen stimmen mit der
ursprünglich eingereichten
Fassung der auf dem näch-
sten Blatt bezeichneten
europäischen Patentanmel-
dung überein.

The attached documents
are exact copies of the
European patent application
described on the following
page, as originally filed.

Les documents fixés à
cette attestation sont
conformes à la version
initialement déposée de
la demande de brevet
européen spécifiée à la
page suivante.

Patentanmeldung Nr. Patent application No. Demande de brevet n°

02258334.8

PRIORITY
DOCUMENT

SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

Der Präsident des Europäischen Patentamts;
Im Auftrag

For the President of the European Patent Office

Le Président de l'Office européen des brevets
p.o.

R C van Dijk



Anmeldung Nr:
Application no.: 02258334.8
Demande no:

Anmeldetag:
Date of filing: 03.12.02
Date de dépôt:

Anmelder/Applicant(s)/Demandeur(s):

SHELL INTERNATIONALE RESEARCH
MAATSCHAPPIJ B.V.
Carel van Bylandtlaan 30
2596 HR Den Haag
PAYS-BAS

Bezeichnung der Erfindung/Title of the invention/Titre de l'invention:
(Falls die Bezeichnung der Erfindung nicht angegeben ist, siehe Beschreibung.
If no title is shown please refer to the description.
Si aucun titre n'est indiqué se référer à la description.)

Process and apparatus

In Anspruch genommene Priorität(en) / Priority(ies) claimed / Priorité(s)
revendiquée(s)
Staat/Tag/Aktenzeichen/State/Date/File no./Pays/Date/Numéro de dépôt:

Internationale Patentklassifikation/International Patent Classification/
Classification internationale des brevets:

C10L/

Am Anmeldetag benannte Vertragstaaten/Contracting states designated at date of
filing/Etats contractants désignées lors du dépôt:

AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LI LU MC NL PT SE SI SK

Process and Apparatus

The present invention relates to a process for controlling the performance of a HCCI engine comprising adjusting the octane or cetane number of a hydrocarbon fuel being delivered to the HCCI engine. The present invention also provides apparatus suitable for use in said process.

Homogeneous Charge Compression Ignition (HCCI) is a distinct combustion mode in which a premixed homogeneous charge of air and fuel is compressed until it autoignites. Unlike conventional Compression Ignition (CI) and Spark Ignition (SI) engines, in an HCCI engine, the combustion reaction initiates at multiple locations simultaneously. A HCCI engine can run on a dilute air and fuel mixture. As a result a HCCI engine operates at a relatively low combustion temperature which leads to low NO_x levels and a level of efficiency normally associated with a CI engine. These advantages make HCCI engines seem an attractive alternative to CI and SI engines.

However, one of the problems associated with HCCI engines is that of controlling ignition timing and combustion over a wide range of operating conditions. Factors which influence HCCI ignition and combustion are temperature, pressure and composition of the fuel and air mixture. The fundamental processes of HCCI combustion make cold starts difficult without some compensating mechanism. Changing the power output (e.g. by varying the load or speed) of an engine requires a change in fuelling rate and therefore a change in charge mixture. This will have an effect on ignition timing and

combustion in a HCCI engine and, for example, at high loads, HCCI combustion can become very rapid and intense and difficult to control. As a result of these difficulties, most engines employing HCCI have dual mode combustion systems in which traditional SI or CI combustion is used for operating conditions in which HCCI operation is hard to control. Typically, such an engine is cold-started as an SI or CI engine, then switched to HCCI mode for idle and low- to mid-load operation to obtain the benefits of HCCI in this regime and then switched to SI or CI operation at high load. It is highly desirable to have improved control over the ignition timing of a HCCI engine in order to extend the load range over which it can be operated in HCCI mode.

The present invention provides a process for controlling the performance of a homogeneous charge compression ignition (HCCI) engine in a vehicle having a hydrocarbon fuel reservoir which process comprises adjusting the octane or cetane number of the hydrocarbon fuel being delivered to the HCCI engine by:

- (a) converting a portion of hydrocarbon fuel from the fuel reservoir to synthesis gas;
- (b) converting synthesis gas produced in step (a) to a mixture of hydrocarbons having an octane number less than or a cetane number greater than that of the hydrocarbon fuel of the fuel reservoir using a Fischer Tropsch process;
- (c) delivering (i) a portion of hydrocarbon fuel from the hydrocarbon fuel reservoir and (ii) a portion of the mixture of hydrocarbons produced in step (b) to the HCCI engine; and

(d) varying the amounts of (i) and (ii) in step (c) in order to adjust the octane number of the hydrocarbon fuel being supplied to the HCCI engine.

5 This process provides a way of controlling the ignition timing and the combustion of a HCCI engine. The process of the invention is particularly advantageous in that it can be carried out onboard a vehicle and in that the vehicle need only be fuelled by a single conventional hydrocarbon fuel. A portion of the
10 conventional fuel is reprocessed onboard the vehicle and the products of this reprocessing are used to control the overall octane number of the fuel being supplied to the engine and thereby control the ignition timing.

15 In this specification the terms "low octane" and "high cetane" are treated as being identical. Similarly, the terms "high octane" and "low cetane" are treated as being identical. In this specification, octane number means Research Octane Number (RON).

20 The hydrocarbon fuel may be gasoline or a suitable alternative hydrocarbon fuel. Preferably the hydrocarbon fuel has an octane number (RON) greater than 92.

25 The HCCI engine is any engine which can work in HCCI mode and may be suitable for use in most vehicles powered by internal combustion engine, particularly light duty vehicles such as passenger cars and small automobiles.

The invention will now be described in more detail with reference to, but not limited by, the following figures:

30 Figure 1 is a schematic of a configuration for a process according to the invention.

Figure 2 is a schematic of a process configuration similar to that of Figure 1 which includes a pressurised

container for storing products from the condensing step of step (b) of the process.

Figure 3 is a schematic of a process configuration similar to that of Figure 1 which includes a stage for the removal of sulphur-bearing species.

Figure 4 is a schematic of a process configuration similar to that of Figure 1 which includes a stage for the removal of hydrogen.

The process of the invention may be represented by the configuration shown in Figure 1. The hydrocarbon fuel is stored in fuel reservoir or tank (1). A portion of the hydrocarbon fuel from the fuel reservoir can be passed to reformer (6) by means of valve (3). Step (a) of the process of the invention comprises converting hydrocarbon fuel to synthesis gas, i.e. carbon monoxide and hydrogen, also known as syngas. This step is carried out using a reformer. An example of a suitable reformer is that described in WO 99/48805. WO 99/48805 discloses compact technology for a process for the catalytic generation of hydrogen and carbon oxides which combines steam reforming and partial oxidation. In order to perform a steam reforming function, the reformer requires a source (4) of water or steam. In one embodiment of the present invention, water is obtained by condensing the exhaust gas stream from the engine or the vehicle. The addition of steam or water to the reformer is controlled by valve (5). A source (15) of oxygen is also required for the manufacture of synthesis gas. In one embodiment, this source of oxygen is an air inlet system. The addition of oxygen and/or air into the reformer is controlled by valve (7).

Step (b) of the process of the present invention comprises subjecting the synthesis gas produced in step

(a) to a Fischer Tropsch process to produce a mixture of hydrocarbons having an octane number less than or a cetane number greater than that of the hydrocarbon fuel from the fuel reservoir. Preferably, this is followed by a condensing step which produces a light gaseous fraction and a heavy fraction. Both the light fraction and the heavy fraction will have an octane number less than or a cetane number greater than that of the hydrocarbon fuel from the fuel reservoir. Preferably the mixture of hydrocarbons produced by the Fischer Tropsch reaction and/or the heavy fraction from the condenser will have an octane number less than 80 or a cetane number greater than 65. The mixture of gases (mainly hydrogen and carbon monoxide) leaving the reformer are passed to a Fischer Tropsch Unit or reactor (9). Preferably, the hydrogen to carbon monoxide ratio in this mixture is in the range of 0.6 to 2.5 part hydrogen gas for every part carbon monoxide. The optimal ratio will depend on the particular Fischer Tropsch catalyst used. Suitable Fischer Tropsch reactors are described in Baird et al. (Ind. Eng. Chem. Prod. ResDev 1980 19 175-191). The reactor may be a fixed bed, fluidized bed or slurry phase reactor. The process may be a high temperature (300-350 °C) Fischer Tropsch process which typically utilises iron-based catalysts or a low temperature (200-240 °C) which typically utilises iron- or cobalt-based catalysts. Preferably the products of the Fischer Tropsch reaction (before condensing) are gaseous as this simplifies the technology making it easier to install onboard a vehicle.

As the Fischer Tropsch reaction is exothermic (requiring heat to be taken away), heat needs to be removed from the reaction. For all Fischer Tropsch catalysts, an increase in temperature results in a shift

towards lower carbon products and increases the degree of producing branched chain isomers. Both of these are undesirable given the objective of producing a mixture of hydrocarbons with a low octane number. In a preferred embodiment of the present invention heat from the Fischer Tropsch reaction of step (b) is utilised by the reforming reaction of step (a). This is achieved by thermally integrating the Fischer Tropsch reactor and the reformer. The ratio of oxygen gas to carbon and water to carbon entering the reformer can be used to control whether or not the reforming process is endothermic (requiring an input of heat) or exothermic. By controlling the ratio of water to carbon and the ratio of oxygen gas to carbon entering the reformer, the carbon monoxide to hydrogen gas ratio of the resultant synthesis gas can be controlled and whether the net process for reforming will be endothermic or exothermic or balanced in terms of heat production can be determined. In the process represented by Figure 1, these ratios are controlled by valves (3), (5), (7) and (8). During a start up phase of the engine, it is appropriate for the reformer to operate in an exothermic mode. Preferably the reformer then switches to an endothermic mode in steady state operation and heat is transferred from the Fischer Tropsch reaction to the reforming process. In one embodiment of the process of the invention heat is transferred from the Fischer Tropsch reaction and used to preheat the reactants in the reformer, i.e. heat is transferred to the reforming process. Even more preferably, heat is transferred directly from the Fischer Tropsch reactor to the reformer, although the extent to which this can happen will depend on the relative temperatures of the Fischer Tropsch reactor and the reformer.

In one embodiment of the invention, an ambient temperature condenser (10) can be used to perform a simple fractionation of the products of the Fischer Tropsch reactor. This condensing step produces a light gaseous fraction and a heavy fraction or condensate. Condensers such as those described in Boyer and Trumfheller (Chemical Engineering, May 1993 issue, McGraw Hill publishing) adapted for an engine are suitable. In a preferred embodiment the cooling water for the condenser is integrated with the cooling system for the HCCI engine and/or the vehicle. The condensate will contain straight chain alkanes with a carbon number of six or higher. These will have an octane rating that is lower than the hydrocarbon fuel and/or have a cetane rating that is higher than the hydrocarbon fuel. The injection of condensate into the HCCI engine is controlled by valve (11). The lighter gaseous fraction from the condenser will have an octane rating that is higher than that of the condensate. If valve (8) is opened and valve (12) is closed, then the light Fischer Tropsch products are recycled to the reformer for synthesis gas manufacture. Thus in an embodiment of the process of the present invention the light fraction is recycled to the reformer for manufacture of synthesis gas. Alternatively, if valve (12) is opened and valve (8) is closed then the light Fischer Tropsch products may be injected directly into the HCCI engine. In step (c) of the process of the invention, either the light or the heavy fraction may be delivered to the HCCI engine.

A portion of the hydrocarbon fuel from the fuel reservoir may be injected into the HCCI engine (14) by operation of valve (2).

In step (d) of the process of the invention, the overall octane or cetane number of the fuel entering the engine is controlled by controlling the amounts of hydrocarbon fuel, light fraction and heavy condensate.

5 being delivered to the engine. In the process represented by Figure 1, these amounts are controlled by valves (2), (11) and (12).

In Figure 2, the light fraction from the condenser passes through a non-return valve (15). If valve (8) is
10 opened and valves (12) and (16) are closed, then the light Fischer Tropsch products are recycled to the reformer (6) for syngas manufacture. Alternatively, if valve (12) is open, and valves (8) and (16) are closed, then the light Fischer Tropsch products are injected
15 directly into the HCCI engine. Alternatively, if valve (16) is opened and valve (8) and (12) are closed, then the lighter fraction can be stored in a pressurised storage container (17). The gas stored in (17) can subsequently be injected into the engine by opening
20 valves (16) and (12) while keeping (8) closed. The stored gas can also be recycled for syngas manufacture by closing valve (12) and opening valves (16) and (8).

In Figure 3, a trap (20) to remove sulphur and/or sulphur-bearing species is introduced between the
25 reformer and the Fischer Tropsch reactor. The trap may comprise, for example, zinc oxide pellets. In this embodiment of the present invention, sulphur is removed from the synthesis gas product of step (a) before it is passed to the Fischer Tropsch reactor of step (b).

30 In Figure 4, hydrogen is selectively removed from the gas stream between the reformer and the Fischer-Tropsch reactor by means of a hydrogen removal unit (30). This is so as to further control the carbon monoxide to

hydrogen ratio for the inlet to the Fischer Tropsch reactor. The hydrogen removal unit may simply be a palladium membrane. The hydrogen removed may optionally be used to generate electricity in a Proton Exchange Membrane Fuel Cell (31). This leads to enhanced overall efficiency of a vehicle being powered by the engine as the electricity could be used to power a number of auxiliary systems of the vehicle, for example, the air conditioning.

In an embodiment of the present invention, the process for controlling the performance of a HCCI engine comprises a step of monitoring the engine's performance and adjusting the octane or cetane number of the fuel being delivered to the HCCI engine accordingly.

Preferably a sensor is provided in the engine and this is used to monitor the engine's performance. Preferably the sensor is a knock sensor. Preferably the engine comprises a engine management chip which receives information from the sensor and processes said information to provide data from which the required adjustment to the octane/cetane number of the fuel, i.e. the amounts of (i) and (ii) in step (c) of the process of the invention, can be determined.

The present invention also provides a HCCI engine and fuel system suitable for use in the above-described process comprising

- (a) a fuel reservoir;
- (b) a HCCI engine;
- (c) a reformer for converting hydrocarbon fuel to synthesis gas;
- (d) a reactor for converting synthesis gas to a hydrocarbon mixture using a Fischer Tropsch process;

- (e) means for removing a portion of hydrocarbon fuel from the fuel reservoir and delivering it to the reformer;
- (f) means for removing synthesis gas product from the reformer and delivering it to the reactor;
- (g) means for removing a mixture of hydrocarbons from the Fischer Tropsch reactor and delivering it to the HCCI engine; and
- (h) means for removing a portion of hydrocarbon fuel from the fuel reservoir and delivering it to the HCCI engine.

Preferably the HCCI engine and fuel system further comprises (i) a condenser for converting a hydrocarbon mixture produced by the Fischer Tropsch reactor into a light and a heavy fraction and the means specified in (g) includes means for removing a portion of a heavy fraction and/or a light fraction produced by the condenser and delivering it to the HCCI engine.

Means (e) to (i) may comprise a system of valves.

In one embodiment, the HCCI engine and fuel system further comprises a sensor for monitoring the engine's performance. Preferably this sensor is a knock sensor. Preferably this embodiment further comprises an engine management chip.

In a further embodiment of the invention, the HCCI engine and fuel system comprises one or more of:

- (a) a pressurised storage container for storing the light fraction produced by the condenser;
- (b) a trap for removing sulphur from the synthesis gas being fed into the Fischer Tropsch reactor; and
- (c) a hydrogen removal unit for removing hydrogen from the synthesis gas product from the reformer before

the synthesis gas is fed to the Fischer Tropsch reactor.

The present invention also provides a vehicle comprising the above-described engine and fuel system.



C L A I M S

1. A process for controlling the performance of a homogeneous charge compression (HCCI) engine in a vehicle having a hydrocarbon fuel reservoir which process comprises adjusting the octane or cetane number of hydrocarbon fuel being supplied to the HCCI engine by:

- (a) converting a portion of hydrocarbon fuel from the hydrocarbon fuel reservoir to synthesis gas;
- (b) converting synthesis gas produced in step (a) to a mixture of hydrocarbons having an octane number less than or a cetane number higher than that of the hydrocarbon fuel of the hydrocarbon fuel reservoir using a Fischer Tropsch process;
- (c) delivering (i) a portion of hydrocarbon fuel from the hydrocarbon fuel reservoir and (ii) a portion of the mixture of hydrocarbons produced in step (b) to the HCCI engine; and
- (d) varying the amounts of (i) and (ii) in step (c) in order to adjust the octane or cetane number of the hydrocarbon fuel being supplied to the HCCI engine.

2. A process according to claim 1 or claim 2 wherein at least part of the water required for step (a) is obtained by condensing an exhaust gas stream from the engine or vehicle.

3. A process according to any one of the preceding claims wherein the synthesis gas used in step (b) has a hydrogen gas to carbon monoxide ratio in the range of 0.6 to 2.5 part hydrogen gas for every part carbon monoxide.

4. A process according to any one of the preceding claims wherein heat of reaction from the Fischer Tropsch process of step (b) is used to:

- 5 (i) provide heat for the reaction of step (a) of claim 1; and/or
(ii) preheat the reactants for the reaction of step (a) of claim 1.

10 5. A process according to any one of the preceding claims wherein the Fischer Tropsch process in step (b) is followed by a condensing step which produces a light and a heavy fraction and wherein the light and/or the heavy fraction form at least part of the mixture of hydrocarbons in (ii) of step (c) of claim 1.

15 6. A process according to claim 5 wherein the condensing step produces a light fraction and a heavy fraction and at least a part of the light fraction is either

- (a) stored in a pressurised storage container;
(b) delivered to the HCCI engine; or
20 (c) recycled by converting it to synthesis gas in step (a) of claim 1.

7. A process according to claim 5 or claim 6 wherein cooling water for the condensing step is provided by a cooling system for the HCCI engine or vehicle.

25 8. A process according to any one of the preceding claims which process further comprises monitoring the performance of the HCCI engine using a sensor to provide information relating to engine performance and adjusting the octane number or cetane number in response to said information.
30

9. A process according to claim 8 wherein the sensor is a knock sensor.

10. A process according to claim 8 or claim 9 wherein an engine management chip receives information from the sensor and processes said information to provide data from which the required amounts of (i) and (ii) of step

5 (c) in the process of claim 1 can be determined.

11. A HCCI engine and fuel system comprising

(a) a fuel reservoir;

(b) a HCCI engine;

10 (c) a reformer for converting hydrocarbon fuel to synthesis gas;

(d) a reactor for converting synthesis gas to a hydrocarbon mixture using a Fischer Tropsch process;

(e) means for removing a portion of hydrocarbon fuel from the fuel reservoir and delivering it to the reformer;

15 (f) means for removing synthesis gas product from the reformer and delivering it to the reactor;

(g) means for removing a mixture of hydrocarbons from the Fischer Tropsch reactor and delivering it to the HCCI engine; and

20 (h) means for removing a portion of hydrocarbon fuel from the fuel reservoir and delivering it to the HCCI engine.

12. A HCCI engine and fuel system according to claim 11 which further comprises a condenser for converting a hydrocarbon mixture produced by the reactor into a light and a heavy fraction; and the means specified in (g) includes means for removing a portion of the heavy fraction and/or the light fraction produced by the condenser and delivering it to the HCCI engine.

30

13. A HCCI engine and fuel system according to claim 11 or claim 12 comprising a sensor for monitoring the engine's performance.

14. A HCCI engine and fuel system according to claim 13 comprising an engine management chip.

15. A HCCI engine and fuel system according to any one of claims 11 to 14 which further comprises one or more
5 of:

- (a) a pressurised storage container for storing the light fraction produced by the condenser;
 - (b) a trap for removing sulphur from the synthesis gas being fed into the Fischer Tropsch reactor; and
 - 10 (c) a hydrogen removal unit for removing hydrogen from the synthesis gas product from the reformer before the synthesis gas is fed to the Fischer Tropsch reactor.
16. A vehicle comprising the HCCI and fuel system of
15 claims 10 to 15.

A B S T R A C T

Process and Apparatus

5 The invention relates to a process for controlling
the performance of a homogeneous charge compression
(HCCI) engine in a vehicle having a hydrocarbon fuel
reservoir which process comprises adjusting the octane or
cetane number of hydrocarbon fuel being supplied to the
HCCI engine by: (a) converting a portion of hydrocarbon
fuel from the hydrocarbon fuel reservoir to synthesis
gas; (b) converting synthesis gas produced in step (a) to
10 a mixture of hydrocarbons having an octane number less
than or a cetane number higher than that of the
hydrocarbon fuel of the hydrocarbon fuel reservoir using
a Fischer Tropsch process; (c) delivering (i) a portion
of hydrocarbon fuel from the hydrocarbon fuel reservoir
and (ii) a portion of the mixture of hydrocarbons
15 produced in step (b) to the HCCI engine; and (d) varying
the amounts of (i) and (ii) in step (c) in order to
adjust the octane or cetane number of the hydrocarbon
fuel being supplied to the HCCI engine. Apparatus
suitable for carrying out this process is also disclosed.

Figure 1

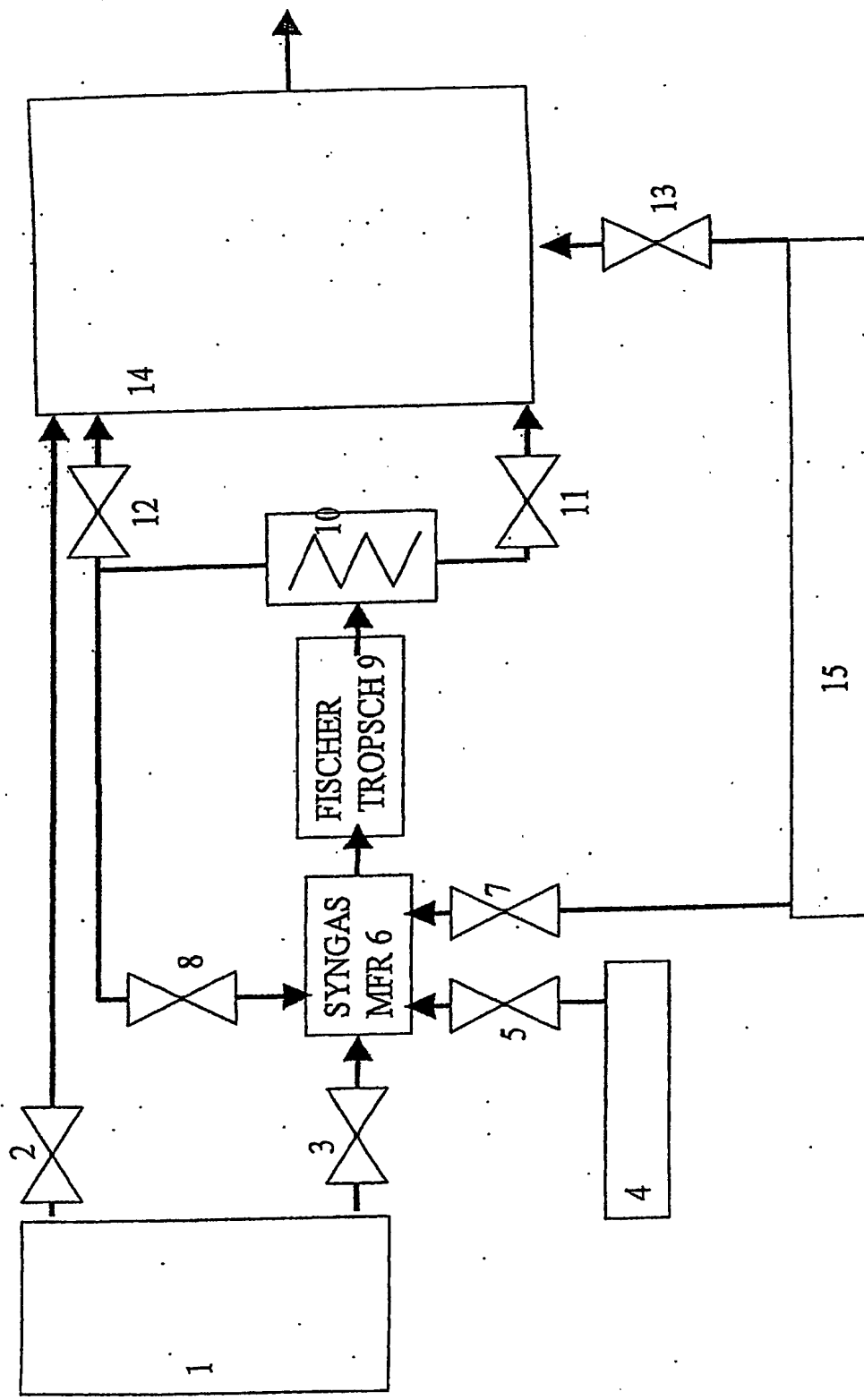


FIGURE 2

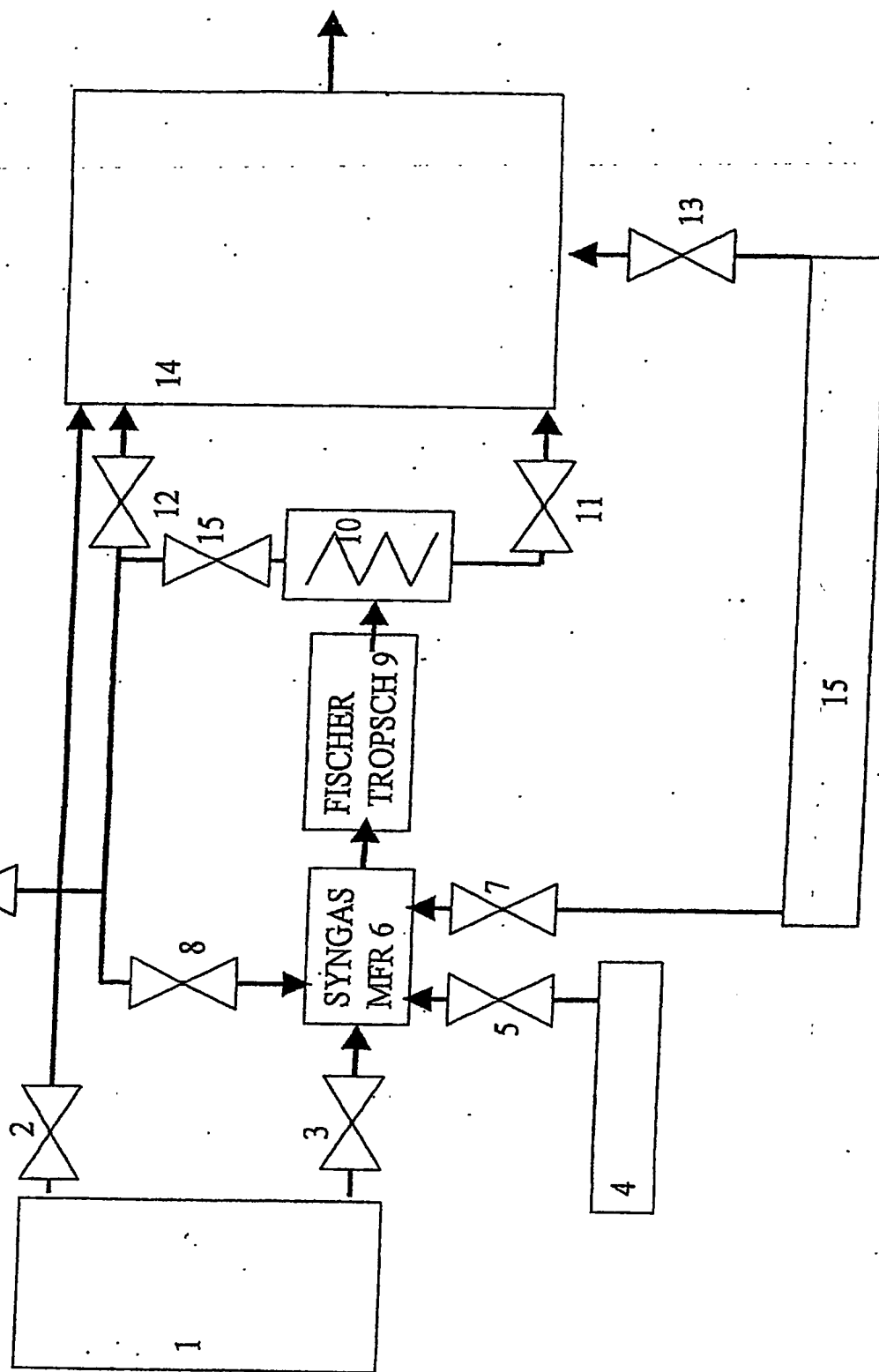
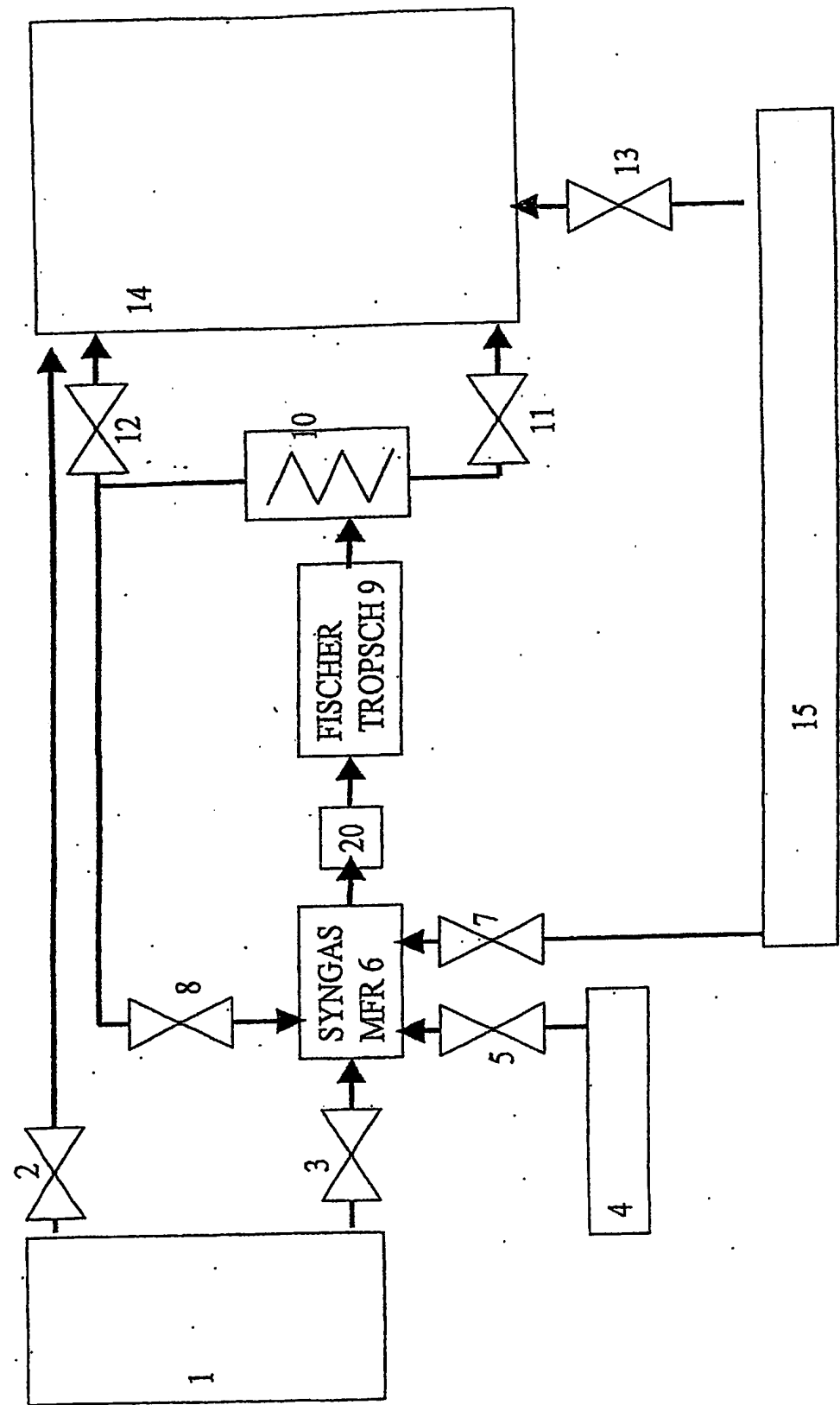
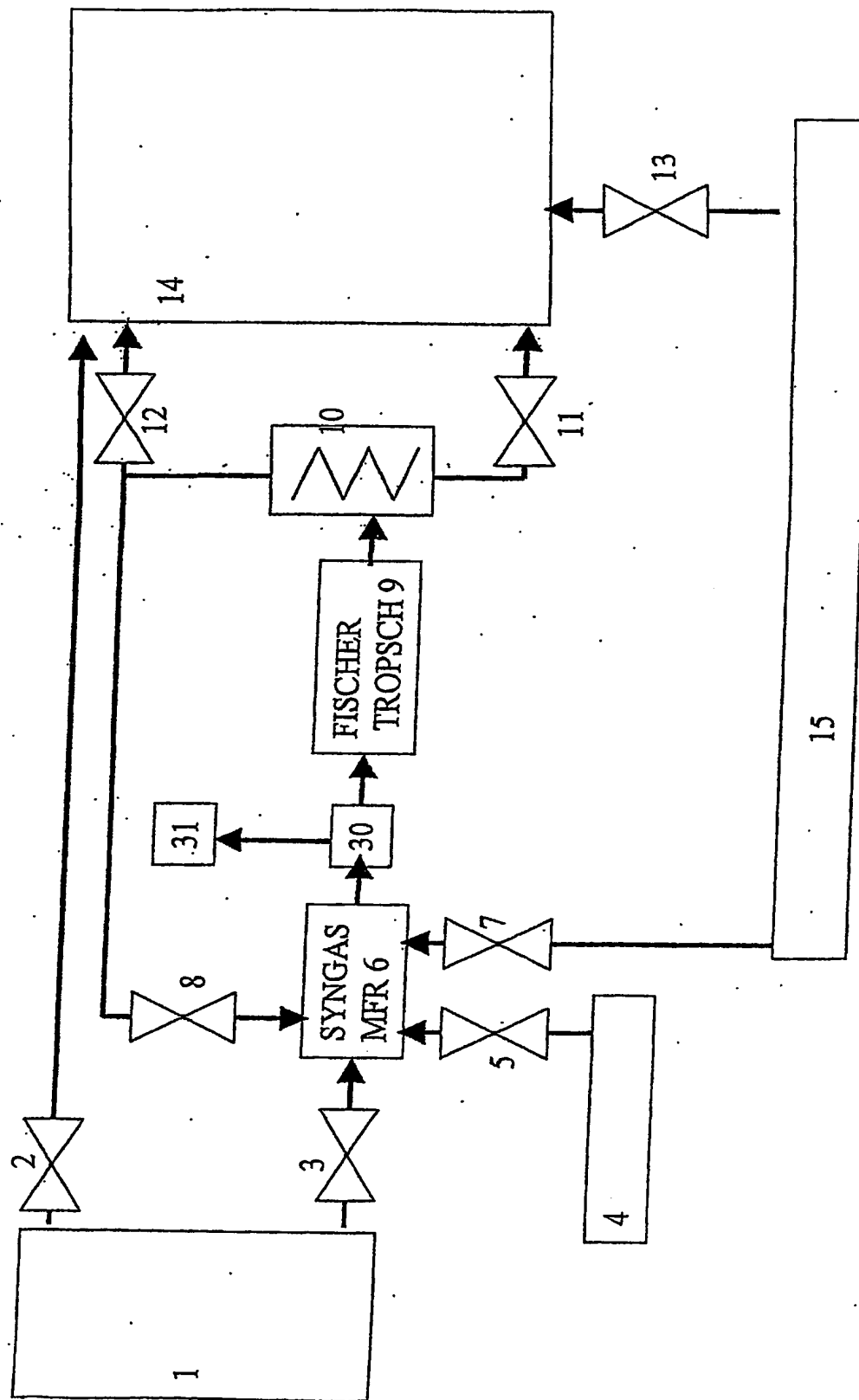


FIGURE 3



3/4
↑

FIGURE 4



**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ **BLACK BORDERS**
- ☐ **IMAGE CUT OFF AT TOP, BOTTOM OR SIDES**
- ☐ **FADED TEXT OR DRAWING**
- ☐ **BLURRED OR ILLEGIBLE TEXT OR DRAWING**
- ☐ **SKEWED/SLANTED IMAGES**
- ☐ **COLOR OR BLACK AND WHITE PHOTOGRAPHS**
- ☐ **GRAY SCALE DOCUMENTS**
- ☐ **LINES OR MARKS ON ORIGINAL DOCUMENT**
- ☐ **REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY**
- ☐ **OTHER:** _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.